

INTIMATIONS EYE-SIGHT.

NOTICE.

Mr. N. LAZARUS

MAT. DR. CONSULTED FOR

SPECTACLES.

ONLY FOR A FEW DAYS MORE

AT

FLETCHER & Co's PHARMACY

(Opposite the HONGKONG HOTEL).

Hongkong, 11th March, 1899.

A. S. WATSON & CO.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

B—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule.....\$10.80

C—MANZANILLA PALE
NATURAL SHERRY,
White Capsule.....12.00

CC—SUPERIOR OLD DRY,
PALE NATURAL
SHERRY, Red Seal
Capsule.....12.00

D—VERY SUPERIOR OLD
PALE DRY, choice old
wine, White Seal Capsule, 14.40

E—EXTRA SUPERIOR OLD
PALE DRY, very finest
quality, Black Seal Capsule
(Old Bottled).....20.00

B, C, and CC are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are after-
dinner Wines of a very superior vintage.
All are true Xeres Wines.

Sample bottles and smaller quantities
will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The Daily Press.

HONGKONG, March 24th, 1899.

In our issue of the 21st February we gave
a summary of a letter written by Mr.
Dunrobin to the N. O. Daily News on the
opening of the inland waters of China.
Our readers will doubtless remember that
Mr. Dunrobin in this letter criticised a
leader which appeared in the Daily Press of
the 26th January on the same subject, and
although he in the main agrees with our
views as expressed there he thinks that we
are too soon in admitting failure, and he
does not think that we are "justified in
attributing the present non-success of one
of the most important concessions that has
ever been wrung from China to an alleged
"misconception of the conditions of trade
on the part of our Minister at Peking."
We have very few points at issue with Mr.
Dunrobin on this important subject, and if
he thinks we are a little too soon in ad-
mitting failure, we fancy it is because he has
not fully followed our previous articles on
the same subject. From the 30th of April
last year in a series of these we have pointed
out that the important point in the whole
scheme was the annihilation of the dual
system of Customs, which dual
system, as Mr. Dunrobin says, must surely
not only seriously hamper the scheme but
will afford opportunities for the evasive
Chinese mind of blocking it altogether.
Mr. Dunrobin himself admits that it is a
failure. The question as to when you make
the admission is relatively unimportant.
Our contention is, that it is not enough for
the Minister to obtain the concession and
then to say, as he practically has done,
"The waters are open; it is your business
to run steamers on them. If you can't
do it under the regulations drawn up by
the Chinese Government I am sorry, but
after all, the waters are theirs and they
"have the right, as a going concern, to
"make what rules they like." Such we
maintain, on the strength of Mr. Curzon's
statement that our Government would
insist on these regulations being revised in a
satisfactory sense, should not be the case.

Mr. Dunrobin further says that the "looks
to the concession which Sir Claude
"Macdonald has obtained being made
"powerful lever in the work of breaking
"down the wall of Chinese exclusiveness."
So do we, but we must confess that it
appears to us remarkably like that lever
of the earth-quake it was only long enough; and
to carry the simile further, we venture to
point out that before it can be used it
is necessary to obtain a fulcrum on which
to rest it. Whether under existing re-
strictions such a fulcrum, in the form of a

steamer, can ever be obtained will be seen
later on. In fact, to drop the language of
metaphor and come down to plain state-
ments, the restriction which Mr. Dunrobin
says has "apparently" been introduced and
which, until publication of our article he
had evidently never heard of, is this: By
a ruling of the Imperial Maritime Customs
authorities steamers that run from one
treaty port to another cannot also take ad-
vantage of the opening of inland waters.
It is this restriction that we again state will
nullify the whole concession if it is allowed
to pass, and it is this restriction which was
the foundation of the charge we made
that our Minister was under a mis-
conception of the conditions of trade in China.
If, as Mr. Dunrobin states, our Minister is
not under this misconception, how is it that
the Trade Regulations of the Yangtze sent
from Peking to the Foreign Office on
August 5th, 1898, resolved his question?
The Inland Water Regulations are dated
July 26th, 1898. Earlier than that they
were in Sir CLAUDE MACDONALD'S hands,
and the fact that the Yangtze Regulations
received his assent proves that he intended
steamers running between treaty ports to
be excluded from inland water privilege.
If this were not the case, why is it that
certain ports of call or stages are provided
for, where these vessels will be at liberty
to stop and embark or land cargo or pas-
sengers and to be taken again where only pas-
sengers are to be on or discharged? If
the inland waters are open to these vessels
what would be the use of stating such
places? The very fact of the opening of
the waters would open not only these places
but all others besides. Nor is it that these
ports of call, &c., are the lekin barriers, a
list of which is to be published by the Customs
for the inland waters steamers. By chance,
of course, some may be, but that
does not affect the argument. Between
two ports of call or between a port of call
and a treaty port duties are already pro-
vided for by the Yangtze Rules; for in-
stance, on domestic trade, between the port
of call Tating and the treaty port of Kiu-
king, if carried in steamers a full and
half tariff duty is leviable (plus, of course,
lekin at both ends after the Customs have
finished with it), whereas by the Inland
Water Regulations we find, first, under
"Revenue," that it will either pay under
the Customs decide to be leviable; or, if
carried in a vessel belonging to a Foreign
merchant, it is to be in accordance
with the Treaty Tariff. We then turn
to the Supplementary Rules to find out
what the Customs decide to be leviable, and
we find that by Clause 2 it will, for local
Native consumption, pay to the proper office
the duties paid on similar cargo carried in
Native vessels. What it will pay if for
foreign local consumption is not stated.

If under the heading of "Revenue," in-
stead of "As to the duties to be paid by
vessels belonging to Foreign merchants,
they are to be in accordance with Treaty
tariff," "As to the duties to be paid by
goods belonging to Foreign merchants, &c."
had been substituted, probably the Inland
Water Regulations and the Supplementary
Rules would be more in accordance with
each other. It will be interesting to see
what amount of duty is the greater, and
it will afford the Chinese merchant a pleasurable
addition to his perplexities to decide
whether he will ship his goods by junk
or steamer, but whether he will ship them
by junk, treaty port to treaty port steamer,
foreign inland water steamer, or native
inland water steamer, or whether, as an easier
solution of the matter, he won't ship them
at all. It is not our intention to adopt a
cavilling attitude in this matter; we are
content to believe that in spite of the doubt-
ful wording of some of the Regulations, the
Supplementary Rules will be made to apply
to all inland water steamers alike, and by
the excluding of treaty port to treaty port
steamers we are forced to believe that no
one will find it profitable to run boats for
those routes to be applied to. We admire
Mr. Dunrobin's chivalrous defence of our
Minister, and throughout the numerous ar-
ticles we have published on the subject of
inland waters we have uniformly supported
Sir CLAUDE MACDONALD in working for
the vast reform in the internal taxation of
China that must of necessity follow on the
unrestricted circulation of goods by steam
traffic—unrestricted, that is, by other than
the Chinese policy of evasion which has
so consistently been applied to every
agreement that China has entered into with
foreigners. This, of course, we understood
would have to be overcome, but when we
find what we are told, and what we are will-
ing to admit, is an important concession in
principle, so restricted as to make the prin-
ciple impossible of application, we regret
that our Minister did not see fit to avail
himself of that experience and advice which
he might at any time have obtained from
the mercantile community of China.

We are requested to remind our readers that
entries for the V.E.C. athletic sports close
today (Friday) at 6 p.m.

Postmen must not leave Registered Covers
with the addresses without obtaining the re-
ceipts duly signed.—Adst.

Members of the H.K.F.C. wishing to have
seats reserved for them in the stand to-morrow
should apply to Mr. Brown, the Secretary.

The Vivian Dagmar Comedy Company
bring their brief but successful season to a close
this evening, when "The Elder of the Kirk"
will be repeated and Miss Dagmar will appear
in "The Five Dances."

We are requested to call attention to the
advertisement re Scotch Concert. Several of
those who have booked seats have not re-
sponded to the notice of the City Hall.
They are requested to do so as early as
possible.

People with corns will be interested to note
that Mr. Scholze, surgeon chiropodist, is now
on a visit to the colony and may be consulted
daily at No. 8 Duddell Street, for ten days
applied for by a number of the local authorities
from many distinguished personages, some of
which will be found again in the advertisement
which appears in another column.

The Steam Press of 8th March says—
Between Labakow and Chuanhai on the Korea
Railway line a contractor of Singapore, named
Rodrigues, and two Chinese were murdered
and their bodies were thrown into the sea.
The bodies were recovered. Mr. Lane, of the
Railway police, visited the spot; took charge
of the things left behind, and had a law-
yer to rest it. Whether under existing re-
strictions such a fulcrum, in the form of a

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The American Monitor Monitor left yester-
day for Manila.

The German cruiser Irenia arrived yesterday
from Tientsin, Kiocheun.

Vice Admiral Sir Edward Seymour left for
Hongkong yesterday in the despatch boat Asterley.

On Wednesday a coolie employed at the
Consent Works, Hok Yee, Kowloon, had his leg
fractured by some machinery falling upon it.
He was taken to the Hospital.

REUTER'S TELEGRAMS.
SUPPLIED TO THE "DAILY PRESS."
LONDON, 21st March.
ITALY AND CHINA.
Marquis Raggi succeeds Signor Marini at
Peking.

Mr. Brodell, in reply to several questions in
the House of Commons, said that he understood
the Italian demands on China did not include
the Chinese Islands, which are subject to treaty
engagements between Great Britain and China.

CHINA AND THE POWERS.
Mr. Brodell, speaking in the House of
Commons, said, in reply to questions, that no
general agreement among the Powers interested
in China was at present contemplated and that
the Government was not without hope that an
understanding was possible with Russia, owing
to the friendly disposition of both sides.

THE BURNING OF THE WINDSOR
HOTEL.
Testimony is accumulating that the Wind-
sor Hotel was first by thieves.

THE COMMISSION OF H.M.S.
"NAKISSUS."
H.M.S. "Narkissus," which is bound for
Singapore, is to leave for home on the termination of
her commission on the China station. She com-
missioned at Portsmouth on the 19th March, 1898,
and arrived at Hongkong about two months
ago, having a complement of 37 officers and
450 men.

The commission just closed has been an event-
ful and interesting one. The first tour of
duty was as Senior Officer's ship at Changhai,
where she remained for about two weeks, leaving
in June to join the fleet at Koroel Bay for the
annual summer cruise. Whilst on detached
duty in September she had the misfortune to
lose her Captain (Capt. Lang, R.N.) and
her second-in-command, Mr. Lang, R.N., and
her third-in-command, Mr. Lang, R.N., and
her fourth-in-command, Mr. Lang, R.N., and
her fifth-in-command, Mr. Lang, R.N., and
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her tenth-in-command, Mr. Lang, R.N., and
her eleventh-in-command, Mr. Lang, R.N., and
her twelfth-in-command, Mr. Lang, R.N., and
her thirteenth-in-command, Mr. Lang, R.N., and
her fourteenth-in-command, Mr. Lang, R.N., and
her fifteenth-in-command, Mr. Lang, R.N., and
her sixteenth-in-command, Mr. Lang, R.N., and
her seventeenth-in-command, Mr. Lang, R.N., and
her eighteenth-in-command, Mr. Lang, R.N., and
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her twentieth-in-command, Mr. Lang, R.N., and
her twenty-first-in-command, Mr. Lang, R.N., and
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her hundred-thirty-third-in-command,

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 23rd March.

EXCHANGE.

N LONDON.	
Telegraphic Transfer	11 1/4
Bank Bills, on demand	11 1/2
Bank Bills, at 30 days' sight	11 1/2
Bank Bills, at 4 months' sight	11 1/2
Credit, at 4 months' sight	11 1/2
Documentary Bills, 4 months' sight	11 1/2
N LYON.	
Bank Bills, on demand	2 1/2
Credit, at 4 months' sight	2 1/2
N GERMANY.	
On demand	1 1/2
N NEW YORK.	
Bank Bills, on demand	37 1/2
Credit, 60 days' sight	38 1/2
N HONGKAI.	
Telegraphic Transfer	145 1/2
Bank, on demand	146
N CALCUTTA.	
Telegraphic Transfer	145 1/2
Bank, on demand	146
N SHANGHAI.	
Bank, at sight	73
Parale, 60 days' sight	74
N YOKOHAMA.	
On demand	44 1/2 pm.
N MANILA.	
On demand	11 1/2 pm.
N SINGAPORE.	
On demand	1 1/2 pm.
FOREIGNERS, Bank's Buying Rate.	10.18
INDIAN RUP, 100 rup. per teal	53.40

JOINT STOCK SHARES.		
COMPANY.	PAID UP.	Quotations.
Bank of China	\$125	220 7/8, prem.
China & Japan, Ltd.	\$5	nominal
Do. ordinary	24	1/2 E
Do. preference	21	25.5a.
Natl. Bank of China		
B. Shares	48	320, buyers
Founding Shares	48	320, buyers
Ball's Assurance E. A.	41	nominal
Campbell, Moore & Co.	\$10	910
China Prov. L. & M.	\$10	910, buyers
Commercial Sugar	\$100	333 1/2
Cotton Mills		
Kowloon	Tk. 140.	Ts. 78, sellars
International	Ts. 25.	100, buyers
Sany Kung Mo	Tk. 100	Ts. 26
Soyette	Tk. 500	Ts. 4.0
Yahloong	Tk. 100	Ts. 16.5
Hongkong	Tk. 100	554, sellers
Fairly Farm Co.	\$4	85
Fenwick & Co., Geo.	\$26	83, buyers
Green Island Cement.	\$16	321, buyers
Hongkong & China Bank	\$10	321, buyers
Hongkong & S. Gas	210	218
Hongkong Electric	\$10	314, buyrs
H. H. L. Fraser & Co.	\$20	315, sell. & buyers
Hongkong Hotel	\$20	315
Hongkong Ice	\$20	312, sellers
H. & K. Wharf & G.	\$25	330, buyers
Hongkong Repts.	\$10	315, div. mts.
H. & W. Dock	\$125	347 p. e. prem.
Insurance		\$521.25, buyers
Canton	\$20	321, buyers
China Fire	\$20	321, sellers
China Traders	\$25	438, sellers
Hongkong Fire	\$50	330, sellers
North-China	\$10	312, sellers
Shanghai	\$20	315
Union	\$50	320, buyers
Kangtze	\$50	310, sellers
Leung & Pui		
H. Lund Investment	\$50	47 1/2, sales
Hamphrey Estate	\$10	49, sellers
Kowloon Ltd. & E.	\$200	4.5, buyers
Wai Yuen Building	\$100	4.5, buyers
Luzon Sugar	\$100	352, sellers
Mining		
Charbonnages	Fr. 250	\$140
Great E. & O'Connell	\$5	\$1.25
Jalapa	\$5	85, sellers
Queens Mines Ltd.	28c.	90 cts, sellers
Oliver's Mining A.	\$10	100, buyers
Do. G.R.	\$4	44.75, sellers
Panama	\$5	85, buyers
Do. Preference	\$1	11.25, buyers
Rancho	14c.	160, buyers
New Amey Dock	\$34	414, sellers
Steamship Coy.		

China Mutual Pk.	210	65 10c, buyers
China Mutual Pk.	210	65 10c, buyers
Do. Ordinary	210	65 10c, buyers
Do. Do.	25	23, buyers
Douglas & Co.	\$89	& 5c, sellers
H. Canton and M.	\$16	85c, buyers
Indo-China S. E.	210	\$64, sellers
Suez Ferry	\$71	\$12 1/2, sellers
Panama Planting Co.	\$3	25, sellers
Do.	\$3	83, sellers
United Arabes	\$2	\$7-50, buyers
Wanchai Wareh'ouse	\$10	\$4 1/2, nominal
Watson & Co. A. S.	\$10	\$12, buyers

J. Y. V. VERNON, Broker,

OFFICIAL ALLOWANCE

Melroe New	\$710	to \$710	pl. net. 1 cent red.
Melroe Old	"	to \$850	" " "
Melroe Older	"	to \$850	" " "
Perian Gilly	"	"	" " "
P. F. Paper	\$750	to \$850	" " "
Patna New	"	to \$4	100 old.
Batana Old	\$437	"	" " "
Batana New	\$320	"	" " "
Batana Old	\$620	"	" " "

THE WEATHER.

—CHINA COAST METEOROLOGICAL REGISTER, 22nd MARCH, AT 4 P.M.

STATION.	Temperature.		Humidity.	Wind.		Direction.	Force.	Weather.	Rain in 24 hours.
	Air.	Water.		Direction.	Force.				
Vladivostok.	..	..	..	..	..	..	..	..	..
Tokyo	0.00	..	..	BE	2	..	..	..	..
Rochi	39.07	..	..	SW	4	..	..	..	..
Nagasaki	39.07	..	..	SW	4	..	..	..	..
Sasebo	39.07	..	..	SW	4	..	..	..	..

Gulfair	30.16	53	60	3	CV	reg
Sharp Peak	30.43	82	87	5	CV	reg
Amoy	29.63	76	78	2	b	reg
Swatow	29.63	76	78	2	b	reg
Chunzei	29.83	68	76	2	b	reg
Hongkong	29.98	68	74	2	b	reg
Sharp Peak	30.08	—	—	—	—	reg
Gap Rock	30.08	—	—	—	—	reg
Mama	30.92	72	81	1	C	reg
Halphong	—	84	85	1	C	reg
Capo St. James	30.98	84	85	1	C	reg
23rd MARCH	AT 11 AM	—	—	—	—	—
Vladivostok	—	—	—	—	—	reg
Tokyo	—	—	—	—	—	reg
Kochi	—	—	—	—	—	reg
Nagasaki	—	—	—	—	—	reg
Kagoshima	—	—	—	—	—	reg
Chunzei	30.16	47	93	1	CV	reg
Sharp Peak	30.68	66	87	1	CV	reg
Amoy	30.92	82	89	1	CV	reg
Swatow	30.11	69	80	1	CV	reg
Chunzei	30.16	69	80	1	CV	reg
Hongkong	30.92	69	80	1	CV	reg
Victoria Peak	30.92	69	80	1	CV	reg
Gap Rock	30.92	69	80	1	CV	reg
24th MARCH	AT 11 AM	—	—	—	—	—
Vladivostok	—	—	—	—	—	reg
Tokyo	—	—	—	—	—	reg
Kochi	—	—	—	—	—	reg
Nagasaki	—	—	—	—	—	reg
Kagoshima	—	—	—	—	—	reg
Chunzei	30.16	47	93	1	CV	reg
Sharp Peak	30.68	66	87	1	CV	reg
Amoy	30.92	82	89	1	CV	reg
Swatow	30.11	69	80	1	CV	reg
Chunzei	30.16	69	80	1	CV	reg
Hongkong	30.92	69	80	1	CV	reg
Victoria Peak	30.92	69	80	1	CV	reg
Gap Rock	30.92	69	80	1	CV	reg

Maitland	HONG	GP	FIRE	1	0
Manila			N	3	6
Cape S. Juan			N	3	6

Of the 3rd at 11.40 a.m. The barometer has fallen, particularly at Manila & Cape of Good Hope. A depression probably over NW. Java. Drizzle with light to moderate rain from 9 a.m. till 7 p.m. at Manila & the Cape. Sea calm. Forecast - Moderate N. wind; cloudy; probable some rain.

HONGKONG REGISTER

	Previous day	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.84	29.65	29.63
Thermom. at 5 p.m.	78	79	79
Humidity	74	79	79
Direction of wind	S	U	ESE
Force of wind	3	0	0
Weather	B	F	F
Rain	0	0	0

Highest open air temperature on the field thermometer 70.
Lowest open air temperature on the field thermometer 64.

Hongkong Observatory, 23rd March, 1899.

MESSRS. FAIRBANKS & CO.'S BAROMETERS, 23rd March.
Barometer A n.m. 30.00 Thermo. 9 a.m. (Wet bulb) 64
barometer 1 p.m. 29.94 Thermo. 1 p.m. (Wet bulb) 65
Barometer B n.m. 29.97 Thermo. 7 a.m. (Wet bulb) 65
Barometer C n.m. 29.87 Thermo. 3 p.m. (Wet bulb) 65

		HIGH WATER.			LOW WATGE.		
Day.	Month.	Hour from Noon.	Height.	Hour from Noon.	Height.	Day.	Month.
Sat.	Jan.	10	10	11	10	11	1
Sat.	Feb.	10	10	11	10	11	1
Sat.	Mar.	10	10	11	10	11	1
Sat.	Apr.	10	10	11	10	11	1
Sat.	May.	10	10	11	10	11	1
Sat.	June.	10	10	11	10	11	1
Sat.	July.	10	10	11	10	11	1
Sat.	Aug.	10	10	11	10	11	1
Sat.	Sept.	10	10	11	10	11	1
Sat.	Oct.	10	10	11	10	11	1
Sat.	Nov.	10	10	11	10	11	1
Sat.	Dec.	10	10	11	10	11	1

